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CENTRAL INTELLIGENCE AGENCY REPORT

## INFORMATION REPORT

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1. The wood industry of the National Republic of Montenegro is under the jurisdiction of the Montenegrin Ministry of Industry with headquarters in Titograd. The Ministry for Wood Industry is organized as follows:

Title	Name
Minister	Jefto Scepanovic
Assistant Minister	Vasko Stajkic
General Director	Kilibarda
Director	Bozidar Zogovic
Chief Export Section	Rajko Maric
Chief of Fuel (Electric Power)	Vukadin Novovic

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2. The following enterprises are under jurisdiction of the General Directorate for the Wood Industry, or, in other words, the Montenegrin Ministry of Industry:

- a. Industrial Forest Enterprise Prvi Maj, headquarters Niksic;
- b. Industrial Forest Enterprise Radosavac, headquarters Plevlje;
- c. Industrial Forest Enterprise Vukman Kruscic, headquarters Matesevo;
- d. Industrial Forest Enterprise Gornji Ibar, headquarters Rozaj;
- e. Wood Industry Combine, headquarters Mojkovac.

3. The Industrial Forest Enterprise Prvi Maj, in Niksic was created in 1946. The sawmill which formerly belonged to the Ombla enterprise in Niksic was put into operation through assistance of German specialists, who were prisoners of war. The mill became the nucleus of the newly organized enterprise. In addition to the sawmill, which is approximately 3.5 kilometers

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25 YEAR RE-REVIEW

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outside of Niksic on the road to Gornje Polje village, the enterprise has two lumber camps, Leljini Doli and Morakovo. The sawmill is equipped with two vertical saws with a capacity of 30 cubic meters per 8 hours. However, because of damage to saws and the steam boiler, the sawmill barely produces 20 cubic meters. In addition to the saws, the mill is equipped with a machine, locksmith shop, a carpenter shop, garage and warehouses containing fuel and workers' supplies.

4. The Leljini Doli lumber camp was set up the time the Prvi Maj was organized in 1946. It is located in the so-called Monastery Forest (Manastir Pive), 72 kilometers from the mill. The road over which vehicles must travel to transport the logs from the forest of the camp to the mill is 75 kilometers long, or 150 kilometers round trip. Chief of the Leljini Doli lumber camp is Jova Mitric.
5. The Morakovo lumber camp was opened up in 1949 in Gornje Morakovo, in the Branik forest, which formerly belonged to King Nikola, and is in Blaca. The camp is 32 kilometers from the mill and is equipped with a cable car which has a possible capacity of 10 cubic meters of logs per 8 hours.
6. From 1946 to 1950, the Prvi Maj enterprise exploited from 75 to 100 percent of Vojnik forest, Pivske Forests (owned by Piva Monastery), forests belonging to Donja Brezna village, Derutovica Forests, other forest areas in Javorak, Suroeva Glavica, Zivsko Razdelje and, lately, the Bundos (those belonging to Bajevo Polje village); in other words, all forests not utilized by the Ombla enterprise before the war because of ownership disagreements.
7. The 1950 production quota for Prvi Maj was as follows:
  - 35,000 cubic meters logs for the mill (for lumber)
  - 7,000 cubic meters of construction wood (logs - rafters)
  - 15,000 area meters of soft cellulose wood
  - 10,000 area meters of hard beech cellulose
  - 10,000 area meters of hard wood for fuel
  - 25 tons of soft coal (wood coal)
  - 11,000 cubic meters of fir logs for construction
  - 5,000 ties for wide gauge tracks (beech)
  - 10,000 ties for narrow gauge tracks (beech)
8. The industrial assignment is given to the enterprise by the Ministry of Industry (i.e., the planning commission), and, more recently, by the industrial council of the National Republic of Montenegro. The enterprise divides this assignment into quarterlies and each quarterly must produce the determined amount of production quotas. Considering its yearly assignment of approximately 60,000 to 70,000 meters of wood, the Prvi Maj enterprise will be able to exploit its forest areas for only a maximum of four years, because the Pivske Forests were utilized by the Ombla Firm from 1938 to 1940. These forests were also used during the occupation. The wood available for cutting is located at long distances from all existing highways and roads, so that the enterprise must build a road through the forest leading to Goransko, or extend the existing road from 8 to 10 kilometers. Thus, in 1951 the distance from the mill to the camp will be 90 kilometers, a total of 180 kilometers round trip.
9. Wood is also supplied by the Vianjica Do compound, which has approximately 120,000 cubic meters of evergreens available for cutting, and the Obalacka Aluga which has 75,000 cubic meters available for cutting. But there are no roads which would assist in the utilization of the above-mentioned wood compounds.
10. One of the best forest enterprises, near the Niksic railroad station, will have to halt all operations for three to four years, as there will be nothing left for hewing. By that time all fir trees will be cut, leaving only beech trees. The Niksic area, after four years, will not have any mixed forests left. Before the war it was comparable to a jungle, well known for the quality of its trees and the density per hectare (approximately 800 cubic meters).

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11. Personnel employed in the entire enterprise, such as in the sawmill and at the camps, are non-skilled. Their utilization of the forests is akin to destruction and devastation of the formerly rich wooded areas of Montenegro in the neighborhood of Niksic. The workers cut and prepare those trees which are most accessible, and in most cases destroy everything along the highway. There are cases where expensive types of wood, such as red maple, are cut for firewood because the lumber-camp personnel does not have the slightest idea as to what red maple really is.
12. Up until 1949 loading of wood for dispatch was done in general by German prisoners of war. They also were in charge of transporting raw material to main highways by means of tractors and horses. The National Front was charged only with hewing and the rough preparation of the logs and comprised largely workers and town people mobilized for forced labor. Cutting is not done skillfully and in most cases the logs are more than 1.5 meters tall. Much of the cut wood lies for months and rots where it has been cut, so that as much as 75 percent, and sometimes 100 percent, of the wood must be discarded at the mill. Thus mills are literally stocked with wood which cannot be used. It stands in the way of other raw materials which could be used and obstructs already prepared wood.
13. The following is an example of the working procedure at the lumber camp. During three months in 1948 the tally showed that 7,000 cubic meters less logs arrived in the Prvi Maj enterprise than had left the woods. This resulted from incorrect checking of the amounts of logs piled into trucks. Young people from 14 to 15 years of age do the checking. Everyone, beginning with the driver who is paid per kilometer-ton, the laborer who has surpassed the loading norm, the workers at loading, and the entire lumber camp as a whole, all benefit by surpassing assignments posed by the plan. This method is practiced at all lumber camps and on all jobs connected with the wood industry.
14. At lumber camps the logs are loaded on tractors, horse-drawn and ox-drawn carts and transported to main communication facilities where they are conveyed by truck to the mill. Trucks make two round trips daily. In the summer the first trip commences at 4:00 a.m. and the second at approximately 5:00 a.m. Some drivers, who have very strong Communist leanings, make a third round trip at night. As a result most trucks are completely worn out after three months.
15. The Prvi Maj enterprise has a total of 27 office workers and 119 common laborers (mostly skilled). The directorate of the enterprise has 18 employees, the mill employs 63 common laborers, the Leljina Doli lumber camp has 4 employees and 30 common laborers, and the Morakovo lumber camp has 5 employees and 16 common laborers. In addition to the above-mentioned personnel, the enterprise has 20 drivers and 20 driver substitutes. The permanent staff could not accomplish much and the Prvi Maj enterprise, similar to other industrial forest enterprises, makes use of "voluntary" labor of Front Workers. Such workers are recruited through district committees of the National Front (Popular Front). Availability of personnel of the National Front in the winter months makes it possible to recruit a sufficient number of peasants who come to work bringing their horses and carts. When snow is from two to four meters high in the first quarter of January-March, the Leljina Doli lumber camp engages 1,500 men. Approximately 200 men work in the mill, and the others are distributed throughout the camps. Approximately 200 men are engaged at the Leljina Doli camp, and approximately 300 work at Morakovo.
16. These Front Workers are attached to various workers' brigades, mainly engaged in cutting trees, helping to transport them and assorting wood. Because high-altitude forests in Montenegro are 1,200 meters above sea level, winter work is almost impossible. The quality and quantity of the work completed per eight hours by each Front Worker hardly warrants paying for food from their earnings. The Planning Commission bases plans on manpower availability and demands that the quota set be completed without regard for quality. Hence, the enterprise was not in a position to carry out the production plan during the first quarter. In the remaining quarters

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the local peoples' committees cannot meet the demand for Front manpower to satisfy requirements of the district committee, so that at the peak of the season the enterprise has no manpower, and, therefore, plan requirements are not met.

17. The main shortcomings of the enterprise are the lack of manpower, transportation medium and qualified personnel. In addition, the Planning Commission often adds to these difficulties by suddenly changing production requirements, sometimes even by telegram. In January 1950, the Prvi Maj enterprise was ordered to produce 10,000 railroad ties of beech wood for standard gauge tracks. Temporary barracks close to the forests had to be built hastily for workers. When 2,000 ties were completed, a stop order was sent to the enterprise. The order was cancelled, and another order for 20 tons of wood coal was placed instead. The entire material of first-class quality was used in making the wood coal, which otherwise could easily have been made from remnants and discarded logs. The Planning Commission does not follow, in an orthodox manner, the rules of the existing forest law, but follows more or less, the momentary needs of export requirements. Orders given by the Planning Commission must be carried out without complaint, and the various enterprises are unable, through no fault of theirs, to carry out plan requirements. The deficit of the Prvi Maj enterprise amounted to one hundred twenty million dinars in 1949.
18. In connection with the exploitation of forest areas which fall within the domain of the Prvi Maj enterprise, the following roads were built between 1946 and September 1950:
  - a. A road 12 kilometers long, from the former Banovina road Niksic-Bajevo Polje-Goransko, from Javorak toward Lejini Doli.
  - b. In 1949 this road was lengthened by 6 kilometers through Bundos Forest, and connected in the Pivske Forests with the road formerly belonging to the Ombla Firm.
  - c. In 1950 a road 8 kilometers in length was built from Gornje Morakovo toward Blace and connecting with a road 4 kilometers long, built in 1947, from Greda toward Rakocica dairy.
19. The director of the Prvi Maj enterprise is Tripe Franjevic; the chief of the Morakovo lumber camp is Milovan Bojovic, and the chief of the Lejini Doli lumber camp is Jova Mitric, all Party men. The enterprise has 8 Fiat trucks and 6 American trucks (Federalists). Federalists can contain a maximum of 18 cubic log meters; the Fiats have a capacity of 10 cubic meters. Many cases of sabotage occur, but it is not known whether the culprits are Nationalists or Cominform sympathizers. Cases of fire are most frequent. At the Lejini Doli lumber camp a stall containing seven pairs of Styrian horses was burned to the ground. The value of each horse was estimated at 20,000 dinars. Authorities blamed the forest fires on Chetniks hiding in this area. The culprits are rarely found, and the serviceman on guard duty usually takes the blame. Lately the blame has been placed on some person whom the authorities had reason to believe was a Cominformist.
20. The Radosavac industrial forest enterprise in Plevlje was organized after the Germans were forced out of Yugoslavia. The director of the Radosavac enterprise is Jovan Stamenovic, formerly a locksmith from Plevlje and a member of the Communist Party. The enterprise has two sawmills; one, two kilometers from Plevlje toward Meljaka, following the downstream current of the Cetina River, and the other near Podpece. It also has two lumber camps; the Savina Voda and the Glibaci. The Radosavac mill began to operate in 1948. It contains two vertical saws, with a capacity of 10 cubic meters per 8 hours, and two circular saws. The locomotive for power production was brought from the privately owned steam mill Simovica in Zabrezje. The Podpece Mill, formerly privately owned, is located at a distance of 14 kilometers from Plevlje. It has one vertical and one circular saw, and capacity is 10 cubic meters per 8 hours. The Savina Voda

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lumber camp utilizes the Kovac Forest area. The Glibaci lumber camp utilizes the wood areas Buletina, Lisac, Kosanica, Crni, Vrh, Kobilovac, and Kraljeva Gora. The Lisac wood area burned down completely in 1946. The Savina Voda lumber camp supplies the Radosavac mill and is located 32 kilometers from it, or 64 kilometers round trip. The Kovac wood area which supplies the mill is relatively young and contains mixed wood, fir trees, juniper and beech. This area is very convenient for supplies of telegraph poles, beams, and soft cellulose wood. Material for logs is becoming very scarce, and since 1951 there are hardly any trees in the Kovac woods. The Glibaci lumber camp supplies the mill in Podpece and is approximately 30 kilometers from it, 60 kilometers round trip. From these wood area, particularly the Kobilovac and Crni Vrh, trucks go directly to the Radosavac mill, which is at a distance of 45 kilometers (90 kilometers round trip) because Radosavac mill does not have any wood reserve in its warehouse.

21. The Radosavac enterprise produces more lumber than any other enterprise in Montenegro because of the quality of the woods in its domain. They supply the most material for telegraphic poles and fir wood; when these are lacking, juniper is used. Apart from telegraph poles, the enterprise produces beams of various dimensions and soft cellulose wood.
22. In 1950 in compliance with the Five Year Plan the enterprise was to produce the following:
  - 35,000 cubic meters of logs for the mill
  - 10,000 cubic meters lumber
  - 15,000 cubic meters telegraph poles
  - 20,000 area meters of soft cellulose wood
  - 5,000 plain meters of hard beech wood for cellulose
  - 5,000 plain meters of firewood
23. On 1 September 1950 the plan lagged 20 percent in production. For the year 1949 the enterprise had a deficit of 80 million dinars. The quality of the raw material is very good. It is chiefly the sawed product that is sometimes spoiled because of a lack of skilled labor in the sawmill. Apart from the assistant to the director, Petar Krivokapic, there are no other specialists in the enterprise. This enterprise has some 15 percent less workers than the Prvi Maj enterprise. There are also fewer numbers along the Front Laborers because the majority of the Front Men are employed in the lignite mines in Plevlje, in the brick factory, or in the Suplja Stena Mine (zinc, lead and silver are mined). The enterprise has two Federal trucks which have a capacity of 20 cubic meters, 4 "On" trucks with 10 cubic meters capacity and 6 Fiat trucks of from 8 to 10 cubic meters capacity. The trucks are used also to transfer the finished product, such as lumber, beams, poles, either to the Rudu railroad station, approximately 52 kilometers away, or to the Gorazde railroad station, 59 kilometers away.
24. During 1948 and 1949 the enterprise built the following roads:
  - a. A road 11 kilometers long from the main Plevlje-Niksic Highway to the Glibaci lumber camp.
  - b. A road 7 kilometers long from the main Plevlje-Gorazde Highway to Nisan.
  - c. A trail 11 kilometers long from Kobilovac to Podpece.
25. The Vukman Kruscic industrial forest enterprise in Matesevo had in 1950 two sawmills; one in Matesevo and the other in Jabuka. In 1950 the mill in Jabuka was put under the jurisdiction of the District National Committee. The director of the Jabuka mill is Jovan Krcovic. Of all the industrial wood enterprises, the Vukman Kruscic is the most conveniently located with regard to the forests it utilizes. These forests are the Pecka, Ljubastica, Stavnjak (under Tresnjevik) and the Crnja (under Komova) wood area. This enterprise will continue work until the Wood Industry Combine in Mojkovac begins to work, as it utilizes the forests which have been reserved to supply the Combine. The Vukman Kruscic enterprise has the same number of employees as the Radosavac enterprise in Plevlje.

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26. The mill in Matesevo is equipped with two vertical saws and one venetian saw (scraper very thick logs), which does not operate because of the poor locomotive capacity. In addition, it is equipped with two circular saws. The capacity of the mill is 20 cubic meters every 8 hours. However, because of damages to the installations and machinery, the mill does not operate on a daily basis. In order to make up for lost time, the mill usually works in two shifts. The Vukman Kruscic enterprise generally lags behind the production plan by 40 percent and, in this respect, it is the worst enterprise in Montenegro. The sawmill usually has a scarcity of log reserves in spite of the forests' proximity. The various vehicles in the enterprise are 3 Federal trucks, 15 tons each, (two of which are constantly damaged), 4 "Om's" with a capacity of 10 cubic meters, and 3 Reno trucks with a capacity of 12 tons. Six trips are made daily to the Ljubastica wood area which is the most distant. These trips are usually carried out by four trucks, whereas the others are engaged in the transfer of material and fabricated wood to the railroad station in Titograd, which is 77 kilometers away (154 round trip).
27. New roads which have been constructed by the Matesevo mill are the following:
  - a. A road 4.5 kilometers long from the Matesevo-Andrijevic into the Pecka Forest (1946).
  - b. A trail 12 kilometers long to the Ljubastica wood area which forks from the main Matesevo-Andrijevic Highway. One branch of the newly built trail leads into the Stavnjak, under the Tresnjevika Mountain. (1947)
  - c. A road 8 kilometers long leading to the Crnja wood area was begun in 1950.
28. Most of the villagers near Matesevo sympathize with the Chetniks, but most of the men died during Partisan battles and there is a great scarcity of male labor. A majority of women, mainly widows of deceased Chetniks, are employed in the mill, at the circular saws as well as in the warehouse containing finished materials. A large number of women are also employed on the road construction, and cases are cited where they were actually employed to cut trees. Director of the enterprise is Vidak Milosevic. He is a floating director within the Ministry and replaces all the various directors in the Industrial Wood Enterprise who were either released or arrested for political reasons. He once replaced the Cominformist, Sime Vojnovic (former director of the Prvi Maj), when the latter was arrested, and in 1950 he took on the position of Petar Roganovic.
29. The Gornji Ibar Industrial Forest enterprise in Rozaj is located in the same spot it occupied before the war, on the Rozaj-Kosovska Mitrovica Highway. The personnel also appears to have remained unchanged, and the only difference now is that the enterprise has a new name and is no longer a private enterprise. The director of the enterprise is now Simanovic. The Gornji Ibar has now assumed the duties of the pre-war Treska, and utilizes the Boloticke and Rozajske Forests once utilized by Treska. The mill is equipped with two plain and two circular saws with a capacity of 10 to 15 cubic meters per 8 hours. In the winter the mill ceases to work for two and one-half months because of the lack of manpower and because of transport difficulties. Therefore, there is regularly a lag of 20 percent in the production plan. The lumber is transferred by truck to Kosovska Mitrovica.
30. The Wood Industry Combine in Mojkovac was created in accordance with the first Five Year Plan. It was first planned to build a mill which could process annually 50,000 cubic meters of soft construction wood and 20,000 cubic meters of hard beech wood. Plans called for construction of a wash room and a drying room and finally construction of a factory for hard wood for floors and a packing house. According to initial plans, the

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Combine was to have been built in Kolasin and minor work was begun on the Smaigicevo Polje toward Musovica River. However, the plan changed, and it was decided that the Combine would be built in Mojkovac. The plan, calling for completion of the Combine at the end of the first five years, was drawn up by Engineer Kiril Demic who was brought to Montenegro directly from the prison in Belgrade. Material for the Combine was ordered from Czechoslovakia, but it never arrived.

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To date, in addition to the auxiliary buildings, only hangers for the scraper shop have been completed. The scraper shop is equipped with saws, and each has a capacity of 50 cubic meters per 8 hours.

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31. The Combine had not opened in September 1950 because the transmitting system (overhead system) originating at the hydroelectric plant on the Musovica River, some kilometers upstream from Kolasin, has not yet been completed. The wood areas utilized by the Combine are the Bjelosevicke and the Palezske Forests which supplied the Durmitor Firm in 1939 where 30,000 cubic meters of wood had been chopped, all of which later rotted. With the aim to exploiting the above-mentioned forests, the Durmitor had built a forest railroad 10 kilometers long. After the Germans were forced out of Yugoslavia, 6 kilometers of railroad track were taken apart and used for various construction projects in Kolasin and also in the mills in Matesevo and Jabuka. In order to utilize this area, the Combine will first have to build a gravitation railroad along the Palezski Lake, which will be at least 4 to 6 kilometers long.
32. The Musovica Rijeka wood area is located 35 kilometers from the Combine. This area has already been exploited for various constructions in the town of Kolasin, so that the total wood for cutting amounts to 30,000 cubic meters. The Musovica Rijeka has a trail which runs along the river and is 18 kilometers long. It was built in 1948 and 1949 through the use of Voluntary Front Labor and runs from the town of Berane toward Okruglica.
33. Other forests which will supply the Combine with raw material are those in the upper region of the Tara River: i.e., the remaining areas of the Crnja which is 51 kilometers from the Combine; the remaining area of the Pecka Forest under the Komovi, where the Vukman Kruscic enterprise has not yet cut the wood and the forest at the mouth of the Opasnica River (at the junction of the Margarita and the Kurlaj Rivers) where the wood has not yet been cut. These latter areas are approximately 55 kilometers away from the Combine. Plans call for the construction of a forest railroad or, alternatively, to have the logs descend via the Tara River in the fall and spring when the water is high. The Biogradska Mountain is 15 kilometers from the Combine and in spite of the fact that this area has been proclaimed a national park, it is very likely that it will be used to supply wood to the Combine as soon as it goes into operation, at least for the first year. Biograd Mountain is almost the only wood area in Montenegro and perhaps in all of Yugoslavia which contains red maple, ash and fir trees, and the management under cover of cleaning the forest will exploit it.

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